

Eng Hist Soc. vol 18

R E P O R T

FROM THE

C O M M I T T E E

OF THE

COMMISSIONERS of the NAVIGATION

OF THE RIVERS

THAMES and ISIS

Appointed to inquire into and report on the
best Method of improving and amending
the said Navigation;

From ETON WHARF to SOUTH HOPE

AND ALSO

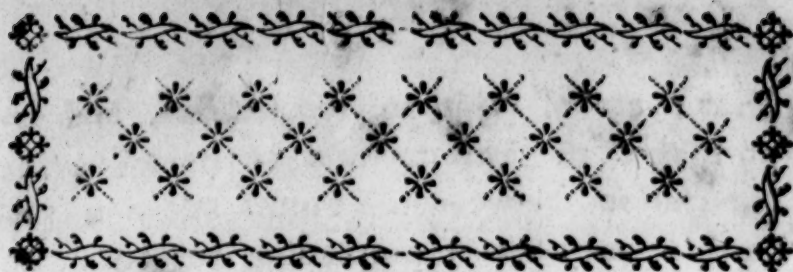
What Part of Mr. Mylne's Plan should be
adopted.

AND

Resolutions of the General Meetings of the
said Commissioners upon the said Report.

Ordered to be Printed 28th August 1793.





R E P O R T

O F

THE COMMITTEE appointed by the Commissioners of the THAMES Navigation, at a General Meeting held at Windsor on the 27th August 1793, "To survey, inquire, and report their Opinion, of the best Method of amending, and improving the Navigation of the said River Thames; from Eton Wharf or Black Potts to the Top of South hope; and what part of Mr Mynes Report should be adopted".

OUR COMMITTEE having
Y surveyed and examined the several
Parts of the River between the points
above mentioned, and having inquired of the Surveyors and others relative to the Navigation thereof, and inspected the Plans drawn for altering this part of the Navigation last

Year ; are of Opinion, recommend, and report, that the best method of amending the Navigation, between the Points above mentioned is as follows ; proceeding regularly up stream.

That a NAVIGABLE CHANNEL, or Cut, be made from deep Water at Black Potts along lower Romney, (in the Line marked in the Plan;) that such Cut be made and continued round the Cattle water-Engine-houle, into the Engine stream Cut.

That a POUND LOCK be erected in the said Cut, (at the Part marked in the Plan) nearly opposite to the Engine-houle.

That a LOW WEIR, with an opening of at least Thirty feet wide, be made in the main stream below Windlor Bridge, (at the place marked in the Plan) the opening in such Weir to be occasionally shut in close, in Low Water times only; so as to pen, and throw a head of Water into the Engine stream Cut, (which should be deepened and widened) sufficient to carry the Barges drawing the depth of water allowed by the Acts.

That a HORSE TOWING PATH, and all necessary Gates, Bridges, Fences, and

Drains ; be made and continued from the present one, on the South side of the Engine stream, along the Datchet Road, and a Meadow called Pearmans Close, and along the outside of, and under the Garden Wall of De Luke Esquire ; to unite with and join the present Horse Towing path, leading from thence to the foot of Windsor Bridge.

By the above means, we conceive, the Barges may be safely and easily brought up to Windsor Bridge.

And to continue the Passage on, from Windsor Bridge upwards.

We recommend **That** a SHOAL, between Mr Pipers Eyet just above Windsor Bridge, and the Brocas Meadow be ballasted, and the navigable Channel for the Barges, made on the Eton Side of the said Eyet.

That a HORSE TOWING PATH with all necessaries, be made on the North bank of the River, along the Yard late Gill's or ferry Yard, to unite and join with the Towing path in the Brocas.

By these means we conceive, that by a Line put out from the Barges at or below Windsor Bridge, to the Horses on such Towing path, the Barges may be haled through the Bridge, and up to Cuckoo Weir, without any impediment.

From Cuckoo Weir we recommend a strait navigable CUT or Channel, to be made to the top of South hope, into the deep water of the River there, (as mark'd in the Plan.)

And that a POUND LOCK be made in such Cut, (as marked in the Plan,) to prevent the Water running off too fast.

And that a WEIR be made in the River, near the Top of South hope, (as marked in the Plan) such weir to have an opening of at least Thirty feet in width, which to be occasionally close shut in, **in short Water times only**, to pen and throw a head of water down the said Cut, sufficient to carry the Barges, drawing the depth of water allowed by the Acts.

That a HORSE TOWING PATH, with all necessary Gates, Bridges, Fences, and Drains; be made on the North side of the said

Cut, from Cuckoo weir to join the present Horse Towing path, in the Meadow above South Hope.

By these means we conceive the Barges may be haled, without any impediment, into the deep water at the top of South hope; and thereby the difficulties, delays, and danger of towing round Clewer Point, will be avoided, without crossing the River.

At the same time, a passage of at least Thirty feet wide in the deepest part of the River, will be left open for the Water to pass in all high and common water times, and this, (with the Close part of the weirs being made only to the height of a navigable water) we think, will obviate all Danger of raising the Water to the injury of the adjacent Lands, and admit a free passage to the downward barges.

And further we recommend to the Commissioners, to adopt all such Parts of Mr Mynes Plan and Report as relate to the Amendment of the Navigation, from Boulter's Lock to the Top of South hope, and from Black Potts to the City Stone, such Parts being nearly

similar to (and Mr Mylne joining in the Ideas of) the method of improvement recommended by your own Surveyors.

We are Gentlemen,

Your most Obedient Servants

To the Commissioners
of the Thames Navigation
assembled at
the General Meeting
at Windsor the 28th
of August 1793.

Wm. VANDERSTEGEN.

H. EMLYN.

T. MOORE.



AT a General Meeting of the Commissioners of the Thames Navigation held at Windsor, in the County of Berks, on the 28th August 1793.

THE above Report of the Committee was presented and read; and thereupon IT WAS RESOLVED, that all such Part of the said Committee's Report, as relates to the amendment of the Navigation from Eton Wharf to South Hope be adopted; and that the other part of the said Report (relating to Mr Mylne's Report) be referred to the Consideration of the next General Meeting.

F I N I S.

